

Amendments to the Claims:

This listing of claims will replace all prior versions, and listings, of claims in the application:

Listing of Claims:

1. (Currently Amended) A receiver for use in a vehicle for communicating between an actuator disposed within the vehicle for controlling the operation of a vehicle feature and a first remote device configured to attach to a surface on an interior of the vehicle, the receiver comprising:

an antenna for receiving a first wireless signal[, the wireless signal] generated by the first remote device and including a control command and a second wireless signal generated by a second remote device;

a controller coupled to said antenna;

a¹ wherein the controller is configured to enter a training mode of operation wherein the controller learns a function of the second remote control device [polls a plurality of wireless frequencies to detect the wireless signal], wherein the controller is configured to receive [and interpret] the control command on the first wireless signal and to communicate the control command to the actuator for execution.

2. (Currently Amended) The receiver of claim 1, wherein the receiver is configured for wireless transmission of a signal which performs the learned function of the second remote control device.

3. (Currently Amended) The receiver of claim 1, wherein the first remote device is substantially free of wiring to a vehicle control bus.

4. (Original) The receiver of claim 1, wherein the antenna is a dynamically tunable antenna.

5. (Currently Amended) The receiver of claim 1, wherein the actuator is a seat heater controlled by said first remote device.

6. (Original) The receiver of claim 1, wherein the controller is electrically coupled to the actuator via a bus.

7. (Original) The receiver of claim 6, wherein the bus includes a multiplexed automotive instrumentation network.

8. (Original) The receiver of claim 7, wherein said multiplexed automotive instrumentation network operates under the J1850 standard.

9. (Currently Amended) The receiver of claim 1, wherein said first remote device is configured in a shape useful for attachment to a vehicle interior [receiver and said remote control device communicate in the frequency range of 900 MHz to 1000 MHz].

10. (Currently Amended) A method of controlling an actuator within a vehicle with [an] a first RF signal from a switch unit [remote device], the first RF signal having a control command, the method comprising:

polling a plurality of frequencies to locate a frequency of a second [the] RF signal from a remote device;

receiving the control command from the switch unit [remote control device] via the first RF signal, wherein the switch unit is coupled to the vehicle interior; and

providing the control command to the actuator disposed within the vehicle for controlling the operation of a vehicle feature.

11. (Original) The method of claim 10, wherein the control command is a vehicle seat control command.

12. (Currently Amended) The method of claim 10, wherein the step of providing the control command [commands] includes providing the control command [commands] over a bus to the actuator.

13. (Original) The method of claim 12, wherein the bus is an automotive multiplex network.

14. (Currently Amended) An RF control system in a vehicle comprising:
a trainable transceiver including memory[, the memory storing at least one communication protocol,] and a communications interface to a control bus in the vehicle;
an antenna electrically coupled to said trainable transceiver;

a remote device configured to attach to an interior surface of the vehicle,
wherein the remote device is configured to generate [generating] an RF signal, the trainable
transceiver configured to receive the RF signal;

wherein the trainable transceiver is configured to train to perform a function of
an original transmitter; [enters a training mode of operation wherein the receiver polls a
plurality of RF frequencies to detect the RF signal and establish communications with the
remote device,] and

wherein said trainable transceiver receives a control command from said
remote device, via the RF signal, and transfers the control command to the control bus of the
vehicle to be executed.

15. (Original) The RF control system of claim 14, wherein the trainable
transceiver includes transmission capabilities.

16. (Original) The RF control system of claim 14, wherein the remote device is
free of wiring to the control bus and mounted to the vehicle interior.

17. (Currently Amended) The RF control system of claim 14, wherein the control
bus is coupled to a seat heater, the control command [commands] actuating the seat heater.

18. (Original) The RF control system of claim 14, wherein the control bus of the
vehicle includes a multiplexed automotive instrumentation network.

19. (Original) The RF control system of claim 18, wherein the multiplexed
automotive instrumentation network operates under the J1850 standard.

20. (Currently Amended) The RF control system of claim 14, wherein the remote
device conforms to a shape and look of an interior door or instrument panel [trainable
transceiver and the remote control device communicate in the frequency range of 900 MHz to
1000 MHz].
